

# AVIATION

*The Oldest American Aeronautical Magazine*

MAY 31, 1926

Issued Weekly

PRICE 15 CENTS



An Army Air Service Loening Amphibian in Flight

*Act. U. S. Army Air Service*

VOLUME  
XX

## SPECIAL FEATURES

NUMBER  
22

CONTROL AT LOW SPEEDS  
THE NORGE POLAR FLIGHT  
THE PRATT AND WHITNEY WASP ENGINE

GARDNER PUBLISHING CO., Inc.  
HIGHLAND, N. Y.

225 FOURTH AVENUE, NEW YORK

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MAY 31, 1926

# AVIATION

VOL. XX, NO. 22

Published every Monday

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# AVIATION

VOL. XX

MAY 31, 1926

No. 22

## Air-Cooled Engine Development

ONE OF the outstanding features of the present status of aeronautical development is the very extensive progress which has been made in the perfecting of the radial air-cooled engine. This development is of more than local interest. In the first place the air-cooled engine possesses certain very distinct inherent advantages over water-cooled types. These advantages are so well known that it is unnecessary to elaborate them here but it suffices to say that not only is the weight saving as a result of the absence of the water radiator a very favorable point but the absence of an instant possibility of trouble arising from a water radiator has a potential advantage of nothing more. The latter advantage is qualified simply because it must not be forgotten that these troubles have in reality been almost completely overcome in the water radiator. Furthermore, it must not be thought for a moment that the water-cooled engine is losing its last days, far such is by no means the case.

It is a matter of very considerable satisfaction, therefore, in reviewing this development as far as America is concerned to note the large extent to which the Navy has been involved. It was, in fact, he said that the Navy has been extremely successful in producing air-cooled engines which met, in a practical way, the existing needs of aerial war. Of course, without the cooperation of the civilians, such development would not have been possible in carrying into the same extent but the only further demonstration of the value of such cooperation.

The Navy has specialized problems in developing naval aircraft and the air-cooled type of engine has been found to answer certain of these problems to a greater degree of satisfaction than would the water-cooled type. As a result, during recent years the Navy has concentrated on this line of progress with the result that, not only have some very remarkable air-cooled engines been produced from the standpoint of the service, but also from the point of view of some general aviation, the concentration of the Navy along this line has resulted in the development of engines which are peculiarly suited to aerial and commercial aeronautics.

## Value of Polar Flights

THERE ARE a great many people who are asking what is the use of the North Pole flights. There are many answers to this question but perhaps the most definite is the fact that the flights have demonstrated the practicability of the air as a means of travel in regions which are almost

inaccessible by any other means. There are many regions of great natural wealth which cannot be exploited as there are no means of communication. Once people realize that flying is the quickest, safest and cheapest means of getting at these regions there will be a great development. Russia has done much to boost the airplane as an agent of economic activity, thus the Polar flights. Whether or not any great natural wealth actually exists in the Arctic region is quite another matter.

There are vast areas, both in the tropics and in the polar regions where it is necessary to use the most primitive methods of travel. Walking, canoeing or travel by dog sled are not only slow but also expensive as they require much time and often a large party to accompany the expedition employing the means of travel. Moreover, the dangers of such trips are often very considerable. Cold and lack of food are obstacles in the North and disease and heat in equatorial regions. With the coming of war most such conditions will change. Trips at a couple of weeks by ground methods will be reduced to a couple of hours by the air route. Once it is realized that the plane can operate under extreme climatic conditions, capital will start pouring up new frontiers.

An indication of what can be done has been given by the Fordham Amphibious Co. at Philadelphia, Pa., and by the use of the Blenheim plane by the Standard Oil Co. in South America. If there is any form of aviation which deserves a subsidy it is flying in the inaccessible corners of the earth. Air service in such corners would bring the Government almost direct returns by increasing the value of the products of the country. Railroads which open up new stretches of territory do not pay for many years and, in some extent, the same might be true of air service into isolated areas, but, in the long run, the service would pay for itself many times over.

Periodical as it may seem, the gradual work of the flights to the North Pole may be the solution in the past of automobile tires. The world is filled with a double shortage of rubber during the next few years. The new rubber plantations will not mature in time to meet the shortage and the only hope is to open up the great areas of wild rubber in the Amazon valley. Liberia, it has taken so long to get into the region and the trip was so arduous that it has been practically impossible to expunge the exploitation of the rubber resources. The flights to the Pole should bring to the attention of the rubber manufacturers the fact that inaccessible regions can now be flown to in a few hours and they will undoubtedly follow the lead of the State department which has now moved in connection with the exploitation and exploitation of wild rubber. By the use of planes vast rubber resources would be opened up and the price of tires reduced.

# The Airship Norge Flies Across the Arctic

Amundsen-Ellsworth Arctic Expedition Succeeds in Linking Spitzbergen and Alaska by Air.

**THE ITALIAN** airship *Norge*, carrying the Amundsen-Ellsworth expedition into the Arctic, left King's Bay, Spitzbergen at 8:25 a.m., Greenwich Time, on May 13, and was kept in constant touch with expedition by means of radio (the *Norge* carried a powerful installation) until shortly after 2:04 a.m., Greenwich Time, the next day, although signals were heard from her long after, although numerous radio signals attributed to the *Norge* indicated her presence at the vicinity of Point Barrow and Nome during the following days and she was actually seen off Point Barrow early on Tuesday morning (May 21). It was not until late on May 15 that news reached the civilian world that the *Norge* had landed successfully at Teluk, Alaska, about 75 miles Northwest of Nome. It was known previously, however, that the *Norge* had actually crossed the Pole, for the last section radio message picked up from the airship had been sent shortly after the Pole was passed.

Full credit is due to the *New York Times* for the most reliable information and news of the flight of the *Norge*, the full details of which are not yet available and will not be until Capt. Roald Amundsen and Lincoln Ellsworth publish a story of their experiences.

## Crossing the Pole

According to our observations, the North Pole was crossed at 5:30 p.m. on May 12, when Norwegian, Italian and American flags were dropped. The average speed maintained during the entire flight so far as Point Barrow appears to have been approximately 50 m.p.h. and the altitude between 1800 and 2000 ft., although when the weather became bad it was necessary to change altitude considerably.

With the exception of the extremely bad weather, consisting of high winds and heavy fog, which was encountered between Point Barrow and Teluk, where the landing was made, the only serious difficulty met with was that caused by the large pieces of ice which were thrown off by the propellers and which, hitting the fabric hull of the airship, caused large holes in the skin which had to be immediately repaired by members of the crew. This contingency appeared to be the only one not foreseen by Amundsen prior to the undertaking, since other possibilities having been taken care of.

During the last stages of the flight, air Carg. Prince of Wales, Alaska, bearings were last completely null eventually, being too weak to establish communication with Nome.

By radio, land was sighted and the airship flew over Alaska, sighting an Eskimo hut. Every endeavor was made to reach Nome but, with the wind increasing in strength every minute, it was finally decided to attempt a landing at Teluk. This was accomplished by one of the members of the crew climbing down a rope, to which an anchor was attached, and mooring the bow of the ship and, thereafter, drawing the apparatus from the ground. This was successfully done at 5:30 a.m. on May 16 and the airship was delivered and will be posted for transportation back to Nome. In the meantime, Amundsen and Ellsworth have gone to Nome by water launch.

The *Norge* covered the distance of 2,800 miles from Spitzbergen to Point Barrow in 46 hrs. Taking into the two and a half hours spent in crossing around the North Pole, the *Norge* made this flight in 57½ hrs. or at the rate of 16 m.p.h. On the other hand, it took the *Norge* 25 hrs. to cover the distance of 780 miles from Point Barrow to Teluk, or at a rate of 28 m.p.h.

## Mileage Details

While the actual distance is straight line from Spitzbergen to Teluk is approximately 2,700 miles, the actual mileage covered by the *Norge* in its flight, according to the report of Commander Nobile, pilot, was 3,071 miles. The different stages of the trip were made at the following approximate speeds:

May 13 to 14, the Pole (1st stage) 11 hrs.	Miles
From the Pole and where observations assumed 2½ hours	420
From Pole to Point Barrow 2,210 miles covered in 24½ hours	720
From Point Barrow to Point Barrow, Alaska, 780 miles	720
The total trip from Rome, Italy, to Teluk, Alaska, was 4,620 miles. The trip ran made in six legs, as follows:	
Rome to Teluk	4,200
Teluk to Point Barrow (24½ hours)	720
Point Barrow to Teluk (24½ hours)	720
Teluk to Point Barrow (24½ hours)	720
Point Barrow to Teluk (24½ hours)	720
Teluk to Point Barrow (24½ hours)	720
Teluk to Point Barrow (24½ hours)	720

## Further Details

Further details concerning the factors contributing to the success of the flight and details of the various aspects of the undertaking have been made available since these preliminary notes were given.

From Niterberg, an expert on polar climate, and for three years meteorologist on the Mack expedition, had ships at the

meteorological service. The factors affecting in the choice of a starting day from King's Bay were a hard ice temperature, a high barometer reading, favorable winds, sky and good visibility. On May 13, local observation and advice from the geographical institute at Northern Norway indicated a favorable condition for the start. At 8 o'clock of the next morning the *Norge* left the shed. For more than 20 ft. in the flight went as in a few seconds with slight winds from various directions. The temperature at a height of from 1,200 to 1,500 ft. fell gradually from 23 deg. over King's Bay, to 10 deg. at latitude 88, where the temperature slowly began to increase. Between 84 and 86, a fog was encountered, that disappeared in the Pole was reached. Following extensive observations were made during the flight.

The last evidence of animal life observed on the flight were white fish swimming in a lead some miles from a pack of ice on the Spitzbergen Islands and later tracks, which indicated the possibility of work being up to a latitude of 81. From there over the Pole and down to the Alaskan coast no tracks, no mammals and no birds were observed. The first bird seen after Point Barrow was a gull. The first mammals observed were Eskimos on the coast between Point Barrow and Umanak.

## Radio Troubles

No trouble was experienced with the magnetic compass. The radio magnetic, in emergency, prior to the arrival at Spitzbergen, was gradually at no use at the temporary flight.

After crossing 87 deg. of latitude on the American side of the Pole the functioning of the compass was working.

During the last part of the northern stations could be heard clearly passing the 82 deg. of latitude, as neither report were received. The flight had to be continued without without or without of what reason would then from Niterberg, enough not to be on hand to continue in Nome, but the absence of weather reports made such a course unworkable. The *Norge*, equipped with a specially constructed compass with transmitter, with an aerial output of about 200 watts, also had a Vernerer wireless direction find. Communication was constant with England during the flight in Teluk. From Point Barrow to Oslo, the weather conditions

currently, as well as from Oslo to Leningrad. From Leningrad to Valde, signals were picked up just after the start by a station in Northern Norway and by Spitzbergen. Contact was maintained with the Russian stations. Time was recorded by wireless bearings during the flight from Valde to King's Bay. From this point to Alaska communications were kept with the Spitzbergen Alaskan stations. Two hours before the Teluk landing, wireless bearings of two Alaskan stations were received, and upon landing, the station at Teluk was repaired and communication with Nome established.

## The Landing

The flight's most exciting moments came at the landing at Teluk. It was the first time an airship was landed without assistance from the ground and the difficulties and dangers for the crew were much increased by the fact that the landing took place on an unknown area had existed after three days of hard night.

After the landing place was chosen on an ice-covered ledge near Teluk, a big 20 yards long and 15 inches in diameter, filled with different things making a total weight of 500 lb., was lowered, to which was fixed by steel wire two ice anchors. The airship made some rounds over the ledge, going lower and lower. About 300 ft. over the ground the bag was dropped as the ice was the anchors, slightly, the wind slackened.

The ice anchors, however, did not get a hold on the ice and the airship went at great speed toward the village. The engines were stopped while the ice was blown and at the bottom. About 100 ft. from the beach, the airship being about twenty-five yards from the ground, landing ropes were taken by Teluk inhabitants. More gas was blown out and the airship bumped on the ice. Some of the crew jumped out and also caught the landing ropes, and the airship at last lay upon its side on the ice, 100 ft. from the nearest village, without the least damage.

The bag was gas, and more gas was blown out. Then some other land was thrown the ship on her side and one of the airship's engine mechanism was injured. The damage could later on be to be made repaired.



Underwood & Underwood and F. & A. Thoms

From left to right: Capt. Roald Amundsen, Lincoln Ellsworth, and Olaf Umberto Nobile, with Teluk, its closest companion also accompanied the *Norge* from Rome across the Pole.



International News

The *Norge* riding at the mast at Oslo, Norway













## Strike Edition of the British Aeroplane

## THE AEROPLANE

THE AEROPLANE  
PUBLISHED WEEKLY  
No. 100

THE AEROPLANE is a weekly publication devoted to the interests of the aviation community. It contains the latest news, reports, and features on all aspects of aviation, including aircraft design, construction, and operation. The publication is known for its detailed and accurate reporting, and its commitment to providing readers with the most up-to-date information available.

The AEROPLANE is published by the Aeroplane Club, which is a leading organization in the aviation field. The club's members are passionate about aviation and work to promote the sport and industry. The publication is a key part of the club's efforts to keep the public informed about the latest developments in aviation.

The AEROPLANE is available to subscribers for a small fee. Subscriptions are available for both individuals and organizations. The publication is also available for sale at newsstands and bookstores.

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Somehow missing in the history of the aeronautical publications, the above reproduction of the complete May 4 issue of the "Aeroplane," Great Britain's leading aeronautical weekly, will be of extreme interest to AVIATION readers. Owing to the general strike which paralyzed Great Britain recently, it became impossible to put the regular issue of the "Aeroplane" to press by May 4, and a British newspaper version was produced to maintain the continuity of the order of the "Aeroplane" which is supplementing the completion of its 100th issue. The same number of a single page of current news printed on both sides, because of a cut having been made of the 10 pages normal number. The front page is reproduced above on the left and on it Charles G. Byrd, Editor, explains the circumstances on conditions which led to the necessity of publishing in condensed or "stripped" form this highly interesting publication. It is interesting to note that, among the news items which were considered sufficiently important to merit inclusion in the "Aeroplane" are two being carried out by Major Keith J. Standen, Publisher of AVIATION.

Those who recall the serious strike of May 1926 in the fall of 1925 will remember the tedious newspaper which appeared at that time and will wish to congratulate the staff of the "Aeroplane" on their highly commendable effort under such adverse circumstances.

Incidentally, it may here be mentioned that when the most reliable information in British aeronautics is placed on better paper 250-275 offsetting value information than the "Aeroplane".

## Byrd Found Wright Whirlwinds Perfect

Lead. Comdr. Richard B. Byrd recently refined the Wright Aero-engine Corporation from the Chandler, in King's Bay, Southwest. "Wright engine functioned perfectly on station near Polar light. Did not cause a vibration and in great ease."

The Parker menagerie of the Byrd Arctic Expedition was powered with three of the Wright Whirlwinds, 26 hp, aircraft engine, Cape George Wilkins, of the Detroit Aero Expedition is being used, and they are also in use in Brazil, the Argentine Republic, Cuba and Peru.

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## President Signs Civil Aviation Bill

President Coolidge has signed the Civil Aviation bill, which establishes a Bureau of Aeronautical Aviation in the Department of Commerce and provides regulations for airframe tests.

It is understood that Congress will be asked to an appropriation of \$100,000 in a drainage bill to carry on the work of the bureau. About \$300,000 will be used for the development and maintenance of air ports and the construction of administrative work. The bureau will carry on its inspection, landing fields and air mail routes, and arrange for facilities to guide and direct.

The new bureau will be an agency under the development of military aviation, but it is probable that there will be many situations in which there can be close cooperation in the development of air routes and landing fields which will be in advancing aviation generally.

## A Sesqui-Centennial Error

In the last issue of AVIATION there appeared an article entitled "Aviation in the Sesqui-Centennial of the Wright Brothers." The statement was made that "the entire aviation history of the Sesqui-Centennial is under the direction of George F. Stout." It should have been added at that time that, while the National Air Race is an entirely independent system feature, held every year of selected aviation, this year they are being held at Philadelphia and are being considered as part of the Sesqui-Centennial of Aviation. The National Air Race, it should have been added, is under the control of the National Air Race, the year one to twelve years, and not particularly interesting aviation, and, as regards the fact that the Wright Brothers is not to be confused for the, the result due to prevent the most successful even held.

## Cheroneo-Pueblo Air Mail to Open

Announcement was made on May 28 by Postmaster General Nease that service on the contract air mail route between Cheroneo, N.Y., and Pueblo, Colo., will commence approximately May 31, 1926. The Colorado Airways, Incorporated, is the contractor for this route.

The route will make connections at Cheroneo with the transcontinental government operated air mail route to both Denver, Colorado, and Albuquerque, N.M., and will connect with New York and the large cities in the East and Middle West, and Denver, Colorado Springs and Pueblo.

The following schedule on this route will be followed out, daily except Sunday:

Bethesda—Leave Cheroneo, 6:58 a.m.; Leave Denver, 8:55 a.m.; Leave Colorado Springs, 7:59 a.m.; Arrive Pueblo, 10:30 a.m.  
Pueblo—Leave Pueblo, 10:30 a.m.; Leave Colorado Springs, 1:05 p.m.; Leave Denver, 6:00 p.m.; Arrive Cheroneo, 7:15 p.m.

## World Records

The National Aeronautics Association has just received news from the Fédération Aéronautique Internationale that new world records for airplanes and dirigibles, established in accordance with F.A.I. regulations, have been recognized by that body as follows:

(Class B—Aircraft)  
Aircraft (Fixed)  
Longest Flight, 2000 ft., 1000 ft. by J. H. Doolittle, 1914.  
Longest Flight, 2000 ft., 1000 ft. by J. H. Doolittle, 1914.  
Longest Flight, 2000 ft., 1000 ft. by J. H. Doolittle, 1914.

(Class C—Dirigibles)  
Dirigible (Fixed)  
Longest Flight, 2000 ft., 1000 ft. by J. H. Doolittle, 1914.  
Longest Flight, 2000 ft., 1000 ft. by J. H. Doolittle, 1914.  
Longest Flight, 2000 ft., 1000 ft. by J. H. Doolittle, 1914.

(Class D—Aircraft)  
Aircraft (Fixed)  
Longest Flight, 2000 ft., 1000 ft. by J. H. Doolittle, 1914.  
Longest Flight, 2000 ft., 1000 ft. by J. H. Doolittle, 1914.  
Longest Flight, 2000 ft., 1000 ft. by J. H. Doolittle, 1914.

(Class E—Dirigibles)  
Dirigible (Fixed)  
Longest Flight, 2000 ft., 1000 ft. by J. H. Doolittle, 1914.  
Longest Flight, 2000 ft., 1000 ft. by J. H. Doolittle, 1914.  
Longest Flight, 2000 ft., 1000 ft. by J. H. Doolittle, 1914.

## Spanish Flare Complete Flight

Captains Leves and Gifford completed the last leg of their flight from Madrid to Manila on May 23, arriving from Agaña, Northern Luzon at 11:30 a.m. The leg from Manila, Cebu, and Agaña was made in great difficulty, the flight of Capt. Leves having been ended in the South China Sea. The route of 600 miles from Manila was patrolled by destroyers of the United States Navy.



Inspected Several Points

The Watson, an Australian ship, and half ship, half, entering into the Bay of Sydney, Australia. The Watson, which was damaged by the ship, was a ship of the Royal Navy.

### Air Service Manneuvres

One of the most interesting aerial activities of the Army Air Service was the 1926 Aerial Manneuvres held at Wright Field, Fairfield, Ohio. The manneuvres were held between April 19 and May 2 and the total personnel and equipment

1st Pursuit Group	.....	11	18	15
2nd Bombardment Group	.....	12	48	14
3rd Attack Group	.....	8	16	12
4th Observation Group (represented)	.....	9	—	1

**TOTAL**..... 40 82 46

The manneuvres were under the direction of Brig Gen. James E. Fisher.

The general situation and the plan of the theoretical problem adopted may be outlined as follows: The Ohio River formed the boundary between two nations—Ohio, North and East, South—while the territory West of the Mississippi River and East of the Appalachian Mountains was neutral. The Reds were considered to be desirous of annexing the State of Ohio and, having already declared war.

Extensive practice bombing attacks were carried out and a great deal of pursuit and observation flying done during the course of the manneuvres and, with a critique following each operation, much valuable experience was gained on the employment of combined air force units.

### Dallas to New York in a Day

The Air Mail Reference Committee of the Aeronautical Chamber of Commerce at America received on May 13 at 10 a.m. Eastern Standard Time a letter mailed from Dallas, Tex., at 7 a.m., Wednesday, May 12. This letter was sent via the East flight concerning the new air mail express service established by the National Air Transport, Inc., between Dallas, Tex., and Chicago, Ill. From Chicago to New York, the letter was carried on the regular night air mail route.

The elapsed time between mailing in Dallas and its delivery in New York City was twenty-one hours, including the one hour's difference between Central and Eastern Standard time. This is a saving of more than 24 hr. over the fastest railway and between Dallas and New York.

The Air Mail Reference Committee represents in its membership over five hundred of the leading business houses, banks, newspapers, trade associations and other organizations in fifty principal cities throughout the country.

The committee was formed several years ago to work in cooperation of the air mail route as the transcontinental route, the only one then operated, and the extension of commercial air transportation lines.

### British Private Aircraft Owners' Club

A British Private Aircraft Owners' Club has been founded at London. It is open to those who own, or have owned, their own aircraft, and stands with a foundation membership of fifteen.



Underwood and Underwood  
General Patrick Chief of the Army Air Service (right) sharing the  
Air Service manneuvres  
arrived included 46 officers, 37 enlisted men and 45 airplanes. This body was made up as follows:  
Officers: 46  
Enlisted: 37  
Airplane: 45



Underwood and Underwood  
A group of Army Air Service Douglas observation planes (Liberty engines) lined up during the Air Service manneuvres at Wright Field

## Trustworthiness

The aviator, in preparing for his flights, must rely upon the competence and trustworthiness of his assistants. The mechanic who turns up his motor must be capable and careful. The helper who fills his fuel tank must be one who can be trusted not to fill in these details.

But his trust must go even farther. The mechanic can discover any irregularities in the running of the engine, but he cannot be expected to detect hidden flaws in material or workmanship. For assurance as to the stability of his motor and his plane, the flyer must trust the integrity of the manufacturers.

The same thing is true of fuel and oil. The aviator cannot test every gallon of gasoline that passes his fuel tank, nor of the oil that is put into the pistons of his engine. He must rely upon the reputation of the dealer for the measure of uniform high quality in these products.

The great majority of Middle Western flyers use

### Standard Aviation Gasoline and Aero Oils

They know that the name of the Standard Oil Company (Standard) guarantees the quality of these products wherever they are purchased.

Standard Aviation Gasoline and Aero Oils are available at most flying fields in the Middle West. For a map showing the location of these fields, ask for one "Standard Manual."

### STANDARD OIL COMPANY

General Office: 610 S. Michigan Avenue  
Chicago, Illinois



### "Side Slips"

by ROBERT S. CHAMBERS

It is certainly no secret to most of the North Side flying boys—excepted and out of the way, one has not been able to find anyone who could state definitely just how "Amendable" and "Nerve" should be pronounced and how many very much are improved by the question. We have always had to say, "Well, it seems that Amendable, at whatever his name is, and the Nerve, or however it is pronounced, are only at Teller, Alaska." Makes it very unlikely to have to put brackets on all conversation about the business news of the day, but whenever we attempted boldly to give the latest authoritative pronunciation without apology, or any one to be corrected by him or her audience. One situation, direct our conductors and trouble days became first understanding and then confusion in reference to it of the correct way to say it. We are glad that it is all over now, and that Amendable, or whatever you will like him, has not any more pain to investigate.

The Newspapers have always been offenders along this line. The carrier found almost publicly the terms playing ability of Mrs. Mable Standish until she became Mrs. Malloy.

• • •

We think the Greatest Anti-Chinese Force for 1926 should be awarded to the correspondent of *The New York Times* who arrived at his destination in Alaska just as the ship was over. You remember that the ship was one last time to the men who came all of the way across the continent to see Pauline, New Jersey.

Just one more thought about the Nerve trip—we think someone had a golden opportunity to prove himself the most brave person in the world. This reputation could easily have been attained by the simple expedient of remaining seated always during the entire visit to the Pole.

Out at Garden City, Long Island, lately the Curtiss "Tank" has been doing its bit in the great war, playing a leading part in the moving picture "The Great Escape" being shown by Robert Knap Pictures, Inc. At the same time, under the guidance of Pilot Cooper, it spent the entire night being shot down by anti-aircraft fire, and during round the field with dead silence laughing out of its rear cockpit. Having the fact that the observer, who appears to be one of the principal characters, got into the plane as if it were a subway car on which the doors were about to close, the whole business was off rather well. The greatest difficulty encountered by the director seemed to be that the German Army provided in laughing and cheering gas when it was changing into the face of almost certain death.

• • •

Paul Hog 4, of the Curtiss engineering force, who recently became a member of the New Wheel Landing Club, is still showing the responsibilities of membership. After finding signals and informed him that one side of his landing gear was broken, he thought over the relative advantages of Long Island and Long Island Sound, finally choosing Harbor Park, in which he made a perfect landing. Mr. Hog was extremely modest after his accomplishment, attributing all of his success to—merely (some say require).

• • •

We are free from the news that the International League of Aviation has been founded in Paris, among its members is the fact that someone had a perfectly good aeromedical trophy to award and no cause for anything it. If the League wants to do a really good work with this trophy they would allow it to the first popular magazine distributor who could show a real job of an airplane. This is really a serious matter—think of the young aviation which is saving up thinking that an airplane looks like three parties.

## AIRPORTS AND AIRWAYS

### Buffalo Constructing Airport

The 522 acres of land, recently purchased by the City of Buffalo, is being rapidly converted into an airport. The tract is located in a main line of the aerial part of the city and lies North of and between on Geneva St., leading directly into the heart of Buffalo. Bordering upon the property is the Lake Erie Railroad, and adjacent thereto are the New York Central Railroad and Chicago Road, a track with all main highways of Buffalo.

A modern drainage system and a sewer, and one-half million underground sewerage basins are being installed. The Road and River runway will be 5,000 ft. long and the Northeast and Southwest runways will be 5,000 ft. long.

The contract for the layout was recently let to Wm. E. Arthur & Co., Inc., of New York. This will be a good break here for the latest type, with concrete flooring and will contain the latest details of this phase of construction.

### Maline III.

By W. E. Maline

Six thousand people attended the demonstration at the Maline Airport on May 8, when the Maline and the Tri-Cities, two National Air Transport planes, were shown. Mayor L. E. Riddinger of Des Moines, Iowa, made the address and demonstration flights were performed with both airplanes.

W. E. "Buddy" Campbell, head field man for the N.A.T., took his "Tennoy," a stunt plane, into the air and gave a

thrilling exhibition for the benefit of the crowd.

Almost seven thousand people of mail were sent on the new route on May 22, the first day of operation. Most of the person sending letters on the first flights did so in a stunt, and seriously the mail was smaller on the second day. It is generally believed locally that since the postmen have become used, by experience, to the advantage of air mail across, they will take quite readily to the plane and become constant users of the airway. One Des Moines business house sent 750 business letters by air mail on the first day.

### Fourth Annual Tournament of M.A.F.

On May 8, the fourth annual tournament of the Minnesota Amateur Athletic Union was held at the Municipal Park in Chicago. It was won by the Hyde Park branch of the Y.M.C.A. Rank runs, age 14, has his aerial glider for 160 m., a new M.A.F. glider record. Chicago Krupp broke the 21 ft. 10 ft. mark. The lady of that M.A.F. That captured the following trophies:

Father and Son division cup given by Rockwell Linn Club. Class C (Beginners) division cup given by Central Linn Club. Speed trophy given by Andrew Wyrick. Buggled cup given by the Dauphin Corporation for Class A (Beginners). Mark White Square came in second, capturing the Thompson. Methods cup for Class B (Beginners) and the L.W.V. White cup for glider division. There also came in second in Class A (Beginners) Hinkle bygone and McKinley Park were third and fourth.

Three classes, whereby beginners graduate immediately into



Unbroken and Unbroken

A group of planes from San Antonio, Tex., over Wright Field, Dayton, O., during the Air Service maneuvers.

## TRAVEL AIR STOCK MODEL AIRPLANES

WON IN EVERY EVENT AT THE BREA AND LITTLE ROCK AIR MEETS

CROWDS AT BOTH MEETS WERE AMAZED WHEN PILOT HOYT, WITH A STOCK MODEL OX5 TRAVEL AIR, DEMONSTRATED FLYING NOT HERE-TO-FOR SEEN WITH A COMMERCIAL AIRPLANE.

### THE BREA AIR MEET

THE tremendous crowd present at the Brea, California, air meet on April 24th showed the greatest interest in aeromarine on the coast. All the races were run in a 5-60 minute round 2 laps over a total distance of 10 miles.

Commercial Special under 100 h.p. Race—winner First Hoyt in an OX5 Travel Air 6.8 min. Last Three-lap race of San Diego, second place, 6.37 min.



First Hoyt won the 100 h.p. race at Brea, Calif.

AERO OBJECT-CLIP WON BY FIELD HOYT. CO TRAVEL AIR AT THE BREA AIR MEET.

The OX5 Special Race had 4 entries. First Hoyt with a Travel Air won in 7.3 min. Art Garbel, second.

In the High Speed Commercial Race there were 4 entries. First Hoyt with the contest also in a C6 Travel Air in 6.19 min. Second, George Lytle, time, 7.21 min.



At the Little Rock Air Meet open for airplanes of 100 Horse Power or less, First Hoyt won, First and Walter Davis Second with OX5 Travel Air. In the Ford-Cougar-Albion White Road was first with a C6 Travel Air.

THE INCREASING POPULARITY OF TRAVEL AIR PLANES IS BASED UPON PERFORMANCE

SOME VALUABLE TERRITORY AVAILABLE IN EASTERN STATES TO LIVE REPRESENTATIVES

TRAVEL AIR MFG. CO., INC.

— WICHITA, KANSAS

For Free Writing to Advertisers, Please Remind AF-125709

Interference when they sit, and go up into the expert class (A) if they continue to make the minimum record.

Through the courtesy of E.Y.W. Co. representative of W. Z. Weatherline, the M.A.F. Rooms were released from the Congress Hotel, Suite 215, May 8, after the tournament. All who have flown there please take notice on that date, well be in the tournament room if they send their scores to the M.A.F. Headquarters, officially record.

Terrence Vincent, Director of the M.A.F., is the master agent behind model building and flying in Chicago. He has published a little booklet on model building which also gives the rules under which all tournaments are held. Inquiries should be sent to him at 331 W. Jackson Blvd., Chicago, Ill.

#### Design Contracts with Air Service

Don H. Duane, well known pilot and light plane enthusiast, has just closed a contract with the Air Service for use of his design plans. This design will be used for flight test work, supplementary to a well known research.

#### New Flying Field at Richmond, Va.

The field which recently opened at Richmond, Va., should prove a valuable addition to the increasing number being constructed over the country. Recently assembled, because of its proximity to the city's main air base, the field is equipped with hangars, a fuel and hose stand at present has three planes on the grounds. It comprises forty acres lying North-Northwest of Richmond.

#### A Chicago Enthusiast

Bert B. Barley, who financed the top model club of Hyde Park, Ill., "T" Barley, has just gone to the country, and stated that last year he took up 125 people as his plane, with no cost to them, and a thousand were so far pleased to fly. Finding his friends interested in aviation, Mr. Barley decided to fly at the Capital Hill. His preference is for new models, his first being the old surface Jeep, his second the Orin and his present a Cessna.

#### Colvin Flies From Wichita to New York

Charles H. Colvin, General Manager of the Pioneer Instrument Company of Brooklyn, N. Y., completed on May 27 a flight as a passenger from Wichita, Kan., to New York City by way of Washington, D.C., in a Travel Air plane. It is understood that Mr. Colvin's air trip was in connection with checking a new flight instrument manufactured by his company.

#### Denver, Col.

Sunday, May 2, 1935, a crowd of 75,000 people attended an exhibition of stunt flying and wing walking at Hagan Field. The show was put on by the Mountain Plane of which Eddie Brooks is Chief Pilot.

Eddie drilled the crowd with some real stunt flying and Duane Bennett gave the spectators thrill after thrill with spectacular stunts on wings and underwings.

The two end stages of the Colorado Airways were exhibited on some also two new biplanes from the Alexander Aircraft Company. Chief Pilot was the latter Company's stunt pilot, and the crowd was much more with its exceptional performance.

Denver is to have an Air Meet the first week in August and it is now being made to make this first Air Meet an exceptional one from every standpoint. It will be held in connection with the Golden Jubilee celebrating Colorado's fiftieth year of statehood.

J. J. McInerney, Sales Manager for the Alexander Aircraft Co., is an Alexander Eaglerock, attended the exhibition which opened the Municipal Flying field at Wichita, Kan., May 5, and from there went out through Kan., Okla., Nebraska and Wisconsin on a sales promotion trip.

#### New Municipal Airport at Sturath, Mich.

The Sturath airport is located one mile Northwest of the center of town, directly at the edge of the business area.

The field is 2000 ft. square, all except the Northeast corner being level and reasonably smooth. Best space was along the west and north ends of the field. The best ground is marked by white flags. A large barn with red roof is located at the Southwest corner of the field. A white flag line from a pole shows the line. This is the corner of the field nearest town, and a line is marked in red on the side of the barn. This place may be used to call for gas and oil (Stumps 135) or fuel (Stumps 35). If visiting airplanes call signal by circling the center of town before landing, a gas signal will be sent to the field.

Sturath is located fifty miles north of Ft. Wayne, Ind., and 110 miles west (along route 247) from Dearborn, Mich. The Sturath airport is being used as a preflight point by the Ford planes operating between Detroit and Chicago.

#### Detroit, Michigan

Activities of the Detroit Flying Club are spreading up with the advent of the end-of-the-season. The Detroit Section of the Club is starting out on more flights every week, and with the popular look every Thursday at the Book Club Hotel and arrange meetings every Wednesday at the same hotel. The University of Michigan has also a bulletin with which frequent flights are understood for instruction purposes. The first of these flights was made recently, the plane starting from Highland Park and landing at Ecorse, Mich.

Three students from the University of Michigan of the University were in the plane. This was in the air on May 10 and covered 190 miles. Ralph H. Upson, chief engineer of the Aircraft Development Company, acted as pilot. The students were: Robert West, of Detroit, Vernon D. Dean of Ann Arbor and William Thompson of Grand Rapids.

Twelve planes have been used for the flight. The Commercial Aircraft Laboratory has for the first time during the last two weeks of August, with the before run for the Detroit Kees Nelson Trophy, after successfully provided

as following: It is intended to permit entry of balloons of varying sizes in this event, with a preference for those from 25,000 to 35,000 cubic foot volume.

#### Field for the National Air Races

Work was started on May 10 to convert the Model Farms tract, Philadelphia, into an aviation field for the 1936 National Air Races. The conversion has been making intensively to get this in proper order so that work could start on scheduled date. Surveys have been made and a location was chosen of twelve miles has been laid out. Some planes and judges' stands have been located and Philadelphia will be in a position to handle the fastest flying equipment in the world.


The field, which is two and a half miles from the airport, generally, is being worked so as to have a suitable stand of grass in time for the races.

#### Canadian Boundary Airports

The Secretary of War has requested the Secretary of State to ask the Canadian Government to permit the War Department with the season of the ports of entry on the international boundary, which it would be necessary for American, without aviation to use when entering and leaving the Dominion of Canada under appropriate examination. This information is desired in order to enable the Department to issue the necessary instructions for the protection of the Air Service police units in jurisdiction.

#### Prescott, Ariz., Will Open New Field

During the annual Pioneer Days celebration and Bodo, 10 to 15 of Prescott, Ariz., July 1 to 3, the new flag field will be dedicated. Sunday, July 5, has been selected by the Committee as the day for this event and all other activities of the celebration will be suspended, the entire day to be devoted to aeronautical events and exhibits. A page of this



## PIONEER INSTRUMENTS

went to the Pole with Commander Byrd. His Fokker airplane carried complete Pioneer equipment, including the Earth Indicator Compass, Flight Indicator, Air Speed Indicator, Altimeter, Tachometer, Engine Gauge, Drift and Speed Indicator, and Aneroid Octant. The Burnstead Sun Compass, engineered for Commander Byrd's use, is now manufactured exclusively by Pioneer.

The Pioneer Flight Indicator is one of the instruments used by Commander Byrd, is illustrated at the left. It combines in a single compact unit a Turn Indicator, a Bank Indicator, and a gyroscopically controlled Face-and-Aft Indicator. With the aid of this instrument it is possible to fly completely "blind" — through fog, clouds or darkness.

### PIONEER INSTRUMENT COMPANY

MAIN OFFICE AND FACTORY BROOKLYN NEW YORK U.S.A.



## 600 lb. Pay Load      135 m.p.h.

SUBMIT TO MY MISTRESS

MANUFACTURED BY RYAN AIRLINES, INC.

## RYAN M-1

822 BARNETT AVE. SAN DIEGO, CAL.

### "The Plane That Pays A Profit"

### ALEXANDER EAGLEROCK

SPEED

LIFT **\$2475** CLIMB

The Turner Field

STABILITY



Associated with Alexander Industries

BIRMINGHAM, ALABAMA      DENVER, COLORADO

## NITRATE DOPE

Approved by U. S. Army and Navy

NEW PRODUCTION

IMMEDIATE SHIPMENT

VAN SCHAACK BROS. CHEMICAL WORKS

2224 AYOON AVE.      CHICAGO, ILL.

landed before has been set aside for the Co-de-Pennet, those which will be participated in by both civilian and commercial planes. Another feature of the exhibition will be the airplane model building contest, which was launched last week among Vermont County boys up to 15 years of age. Models of any type plane are eligible, but no model is to be over 16 inches wing span.

The Tenthredin Airways, from Los Angeles to Kansas City, in located north of Pennet and the U.S. Army Airways, from San Antonio to San Diego, is south of the City. Leading flights are available all along these airways.

The following program of events follows:

No. 1. 10 a.m. to 3 p.m.—Model flying contest. Judging of models and public inspection of all planes on the landing field.

No. 2. 3 p.m.—Deliveries of Prevost aircraft. (The field will be named by U.S. Army officials.)

No. 3. 2 p.m.—Book dropping contest for army and navy pilots.

No. 4. 3 p.m.—Formations flying and exhibitions flying by army and navy pilots.

No. 5. 4 p.m.—D.H. race for army and navy pilots. Personal display to Chula Vista and return.

No. 6. 5 p.m.—Spot landing, free for all.

The Committee in charge of the aviation section of the celebration consists of: John A. Blanton, R. W. Hendon, Thomas Woodson, Robert Cassady, Jr.

#### Hollywood Airmen Saved

The steamer H. J. McCormick on May 8 received two Hollywood airmen, Howard Bell and "Bipster" Markoff, after they had been forced down on one twenty-five mile west of San Pedro.

The airmen told Captain Larson of the steamer that they left Bakersfield, Cal., late yesterday and were lost in the fog. They averaged forty miles per hour and traveled back and forth.

The airplane was taken aboard the steamer at the point of landing.

#### Green Bay, Wis., Plans Field

Excavation plans are being made by The Hammering Bird Air Company of Green Bay, Wis., for the construction of a flying field at that city. The purpose of the field will be for experimental enterprises and engineering and will be under the management of Cecil McGilley, President of the Club, who will act as instructor, James Trank and B. B. Baker. Two planes will be used on the field, one for instruction and the other for the use of the club.

#### Air Mail To St. Paul

Forward movement was made by Thunderbolt General No. 10 on May 31 that service on contract air mail route No. 6 from Chicago, Ill., by Milwaukee and La Crosse, Wis., to St. Paul, Minnesota, will be inaugurated June 1. When this route is in operation it will afford a 14 hr. service by air mail between New York and St. Paul, Minneapolis.

The schedule will connect with the overnight service between New York and Chicago, and mail leaving New York at 6 p.m. will reach St. Paul-Minneapolis before noon the next day, Mr. Ken said.

No decision has been reached by the department to report to advertising for new proposals for contract air mail service between Chicago and Minneapolis, Minn. The department already has awarded three bids for supplying mail service between these points but officials of the department indicate that it has been impossible to find a contractor with sufficient financial responsibility to execute a contract with the government.

#### London-Paris Record

Capt. H. H. Munkelwitz, of the Imperial Airways, recently set up a record for the London-Paris flight of 80 mi. in the high three-engine Handley Page airplane. This record was again lowered a few days later by Captain Wilton, flying the same airplane, in 50 min. The weight of machine and passengers is about 10,000 lbs.

### WOODSON EXPRESS

Type 5-A Four Place



FOR PERFORMANCE, RELIABILITY, MANEUVERABILITY, SAFETY AND ECONOMY, THE WOODSON EXPRESS IS UNEQUALLED.

The model will carry a payload of 100 pounds exclusive of pilot and fuel for 4 hours and has a cruising speed of four passengers and who is doing a most desirable all around job.

FOR EXPRESS, MAIL, AND PASSENGER LINES, TAXI SERVICE, MAPPING, SKY-WRITING, ETC.

Powered with either the 100 HP Salmson, water-cooled motor or the 100 HP Wingo 4 C. Whirlwind or cooled motor.

Deliveries are being made on commercial order and orders for early spring delivery may be placed now.

It Will Pay You Well To See This Plane Before You Invest In Other Equipment.

We will gladly give a demonstration and will gladly let you see our airplane in our field at Dayton.

Write or wire now for information.

WOODSON ENGINEERING COMPANY

DAYTON, OHIO

### TITANINE

MADE IN U.S.A.

#### CLEAR ACETATE AND ALUMINUM PIGMENTED DOPES

were selected for impregnating and finishing the fabric covering of Lieut. Cambr. R. E. Byrd's Fokker Monoplane for the North Pole flight, because in other famous flights in all parts of the world TITANINE has afforded perfect protection to airplane surfaces under all extremes of tropic heat and arctic cold.

#### CLEAR AND PIGMENTED DOPES VARNISHES ENAMELS

Manufactured in U.S. Government

### TITANINE, INC.

Union, Union County, New Jersey

At Your Service

## Aero Supply Mfg. Co., Inc.

Manufacturers and Distributors

of

## Airplane Accessories and Supplies

Call on us for anything. We will help you.

College Point, Long Island, New York.

When Writing to Advertisers, Please Mention AVIATION

### "L'AERONAUTIQUE"

The leading French paper

PUBLISHED MONTHLY

55, quai des Grands Augustins (6<sup>e</sup>)

Paris

Henri Bouché

editor

SUBSCRIPTION RATES

FOR U.S.A.

1 year — 80 francs

#### Wichita Opera Municipal Landing Field

Wichita inaugurated its new flying field on May 31, with a celebration which was attended by civilians and army there from the Central West end which included a program of ground exhibits, races, parades, jumps and formations flying. As an additional feature, the National Air Transport mail plane "Wichita" was admitted, the event being arranged jointly by the Aviation Committee of the Wichita Chapter of Commerce and the American Legion.

The new field is splendidly equipped, hangars for fourteen ships having already been built. It has perfect drainage and water supply, grass surface. On oil and repair services may be had at the field at any time and an invitation is extended to even country fliers to stop at the field where they will be welcome and given every accommodation. A further service has service direct to the heart of the city through the perfect communication.

#### Kansas City, Mo.

By R. S. Keadler

A crowd of some three thousand persons were thrilled on Sunday, May 3, at Bakersfield, with a most sensational accident occurred. It was one of these others that causes aviation persons to hold the discipline of aviation for weeks to come and yet has no less an interest to those who want to promote the general welfare of the plane. According to statements set forth in a newspaper advertisement, the crowd was up to the top of the field, a young (and apparently naive) man whose shirt was torn a flying surprise and got to the ground by way of a thirty-five foot rope.

The wind was blowing a gale; the machine took off, the rope was let out as the plane flew across the field to come back into the wind. The pilot went down to an altitude of about fifty feet and started toward the crowd, the young (and apparently naive) man left the front cockpit and got down on the rope, his feet dangling only a few feet off the earth as the pilot gradually flew lower and lower.

But, as the machine descended, the pilot, in very good order by the way, began to lose the safety of the man at the lower end of the rope. The result was that the pilot became more concerned about the safety of the other than about the air speed of his ship, and he continued to hold the nose of the plane low for the effort to allow the other to "hold" in comparative safety.

The latter finally had his grip on the rope and was swinging safely down to a safe landing, but the result of a couple of hard rolls on Mother Earth, but the machine. Well, then another matter. Just as the "wonder" left the rope, the speed of the airplane slowed as the machine slid off on the left wing. As the wing hooked as the ground, the machine started on a most spectacular slide, taking about five seconds. It ended with the plane converted into a wheelbarrow with the nose of the field, although the pilot escaped unhurt.

The accident taught the young man who loses the civilian taste of the field that the next aviation was so much to experience operation as to simply let them take passenger flights or to allow them to watch others in the air of doing so. If they demand more excitement, they can take up golf, he declares.

But the point is that more than thousand persons probably will spread the "good" news for the next few weeks that aviation is "sometimes terrible," when, as a matter of fact, it is nothing more than what it should be to be.

John E. LaGrone, Kansas City reference to "Kearney" last judgment of another Waco by the same route. The result is another trip to Troy, Ohio, for John, who is making a well-earned effort to get another of the same machine out here for passenger work in time for the opening of the air mail.

The air mail, by the way, is the medium by which these luxury ships will be introduced to 225 Fourth Avenue, New York, hereafter. This particular group will be on the inaugural flight for which more than a ton of mail has been prepared from the Kansas City post office.

It is felt, pilot for the National Air Transport, is the

When Writing to Advertisers, Please Mention AVIATION





## An Overwhelming Majority of Aircraft Pilots and Operators Prefer AVIATION Weekly

as shown by an independent and thorough canvass of the field.

One of the largest and most important advertising agencies in the United States recently decided, in the interest of one of its clients, to obtain independently from aircraft operators and pilots an expression of their preference for the different American aircraft publications.

The aircraft operators and pilots were selected for this test with full understanding that the men who direct commercial air operations and the men who fly the planes comprise the commercial market for aviation products.

A list was obtained containing the names of 1687 operators and pilots. This list was compiled from records of the Aeronautical Chamber of Commerce, the Army Air Service, Aviation magazine and two of the largest dealers in aeronautical supplies.

During the month of April 1925 the advertising agency sent a questionnaire to 1613 names on this list. A summary of the replies shows that:

### AVIATION is in a class by itself:

Replies received	652
AVIATION READERS	588
	228
	58
Readers of five American monthly aircraft publications in order of popularity	43
	34
	33

MORE THAN 2 1/2 AS MANY OPERATORS AND PILOTS READ AVIATION THAN READ ITS NEAREST COMPETITORS.

THE REPLIES REVEALED AN OVERWHELMING PREFERENCE FOR AVIATION AMONG THOSE WHO READ MORE THAN ONE AIRCRAFT PUBLICATION.

AVIATION is prepared to furnish convincing proof of the same overwhelming preference on the part of aircraft designers, engineers and mechanics throughout the world.

AVIATION is

# FIRST

The Oldest  
American Aircraft Magazine



The Only  
American Aircraft Weekly

225 Fourth Ave., New York, N. Y.

in readers' interest; i. e., — in timely material of interest to those actually engaged in aeronautical activities. is in circulation productive from an advertising standpoint. in paid advertising—running more paid advertising in a month than the three leading American monthly aircraft magazines combined.

### Production Work at Fairfield

Production in the Engineering Department of the Fairfield Air Intermediate Depot, Fairfield, Ohio, was kept at a fairly high during the month of March, in spite of delays due to re-building the Engine Repair shop after the fire. Some delay was also caused by the fact that the new test block was not completed. However, the following production was accomplished, which speaks for itself:

Aircraft	Major Overhaul	Minor Overhaul
De Havilland (repaired)	3	26
De Havilland (original set up)	1	—
RAF 1	—	1
O-2	—	2
JMS	2	16
MIL-1A	2	—
Vought	—	1

Engines	13	56
Liberty	—	7
Wright	13	1
D-12	7	1
TOTAL	20	9

### Army Air Orders

Capt. George C. Kinney, A.S., Langley Field, to Fort Leavenworth.

Flying officers, A.S., from stations assigned to Langley Field: Maj. J. A. Roder, Washington; Eugene A. Leland; Philip Field; Ralph Ray, Brooks Field; Capt. Robert C. Gleson, Kelly Field; Charles E. D. Doh, Chanute Field; Maj. George Winkler, A.S., relieved from assignment from Fort Bel, Langley Field, and will report to the commandant at that field for duty.

Maj. Frederick L. Martin, A.S., designated as commandant.

A.S. Paul Sch, Langley Field.

First Lieut. Edgar E. Glenn, A.S., detached at the Georgia School of Tech, Atlanta, to take effect upon completion of his present tour of foreign service.

Sgt. Robert L. Searles, A.S. (Inf), Brooks Field, to Fort Rucker.

First Lieut. Godfrey D. Anderson, A.S., Brooks Field, to Fort Scott, Kansas.

Master Sergeant Henry A. Rhames, Ft. Bel, to Kelly Field.

Maj. Barton S. Young, A.S., American Bank, Texas, recommended as chairman and authorized to attend meeting of River Com. of Experts, at Tulsa.

### Naval Air Orders

Capt. Harry H. Farrell det. Quail Airfield, San Diego, to staff, San Jose Cal., Navyport.

Asst. [?] Edmondson E. Col det. Nav. A. Sta., Pensacola to temp. duty U.S.S. Chesapeake.

Asst. [?] Thomas M. Bell det. Nav. A. Sta., Pensacola to U.S.S. Maryland.

Asst. [?] Elmer H. Folger det. Nav. A. Sta., Pensacola, to U.S.S. Oklahoma.

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Asst. [?] Percival Closs det. Nav. A. Sta., Pensacola, to U.S.S. Maryland.

Asst. [?] John K. D. Gander det. Nav. A. Sta., Pensacola, to U.S.S. Nevada.

Asst. [?] Robert Goldwater det. U.S.S. California to temp. duty Nav. A. Sta., Pensacola.

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